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Nor' West Miner

EDMONTON, ALBERTA

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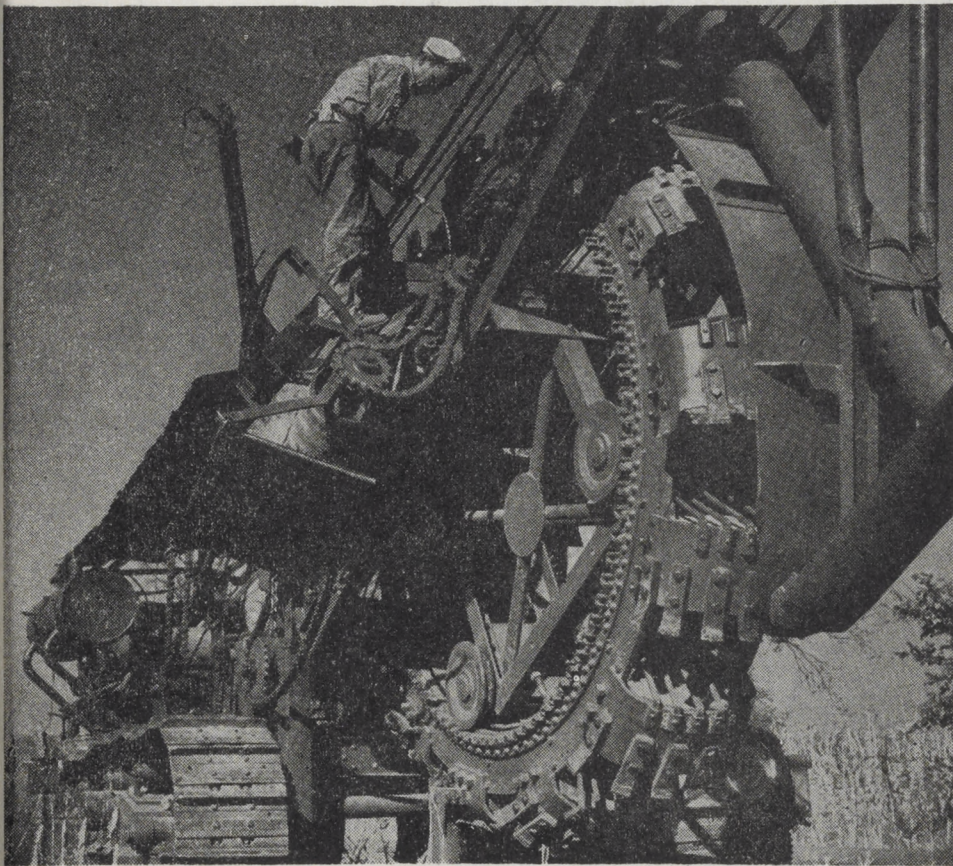
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ANNUAL REPORT, ALBERTA AND NORTHWEST CHAMBER OF MINES

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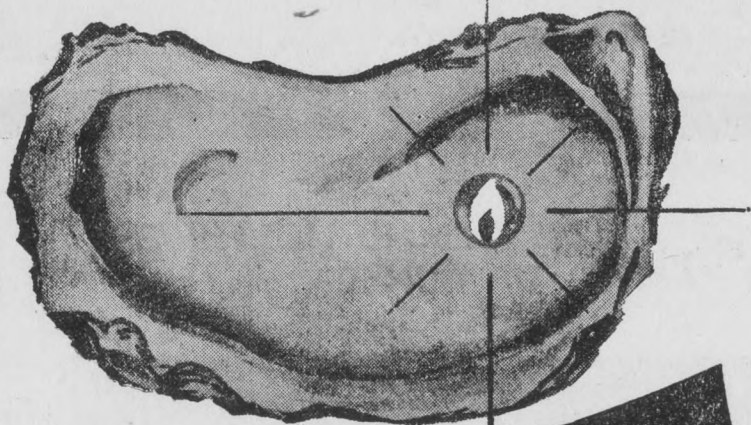
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THE NOR' WEST MINER

EDITOR—F. S. WRIGHT

Devoted to development descriptive of the North West Territories, Northern British Columbia and the Yukon—Along the Trail of the Alaska Highway.

Published at Edmonton, Alberta—"The Gateway to the Far North and Alaska."

Subscription: \$2.00 per annum, post free. Address: Box 323, Edmonton, Alberta.

Says the Miner . . .

J. L. Carson, president of the Bank of Toronto, in his annual address to shareholders stated that "Vigorous development of the North is the road to national security." He also stated that further development of the north will require close cooperation of the Federal and Provincial Governments to work out mutual and compensating programs in this connection. He suggested that the Federal Government might assist the universities in training a corps of young men in geology, engineering, chemistry, mineralogy, prospecting, surveying and soil analysis by means of well planned courses supplemented by field work. By doing so a reservoir of technical workers for every phase of the development of natural resources would be available. He also stated that proper safeguards to encourage the entry of private "risk" capital into the field should be available.

For over 250 years the North has been looked upon as more or less a fur preserve, populated by a few Indians, traders and trappers and governed at long range by a few Ottawa civil servants. Even today it is difficult for the ordinary individual, even in government circles, to visualize the possibilities of the North, the largest undeveloped area in Canada, perhaps in America.

It is true that during the past ten years, important strides have been made in its development, but the surface has hardly been scratched. It is still in the romantic stage initiated by explorers and others who, even today, would like to see the North remain the "Inconnu" land of Canada.

One has only to look at the progress made, despite untoward conditions, in the mining industry at Yellowknife and else-

where to recognize the fact that the North has what it takes to help make Canada prosperous. In addition the recent development of Great Slave Lake fisheries, now employing over 1,000 men, adds to the picture. The operations of large mining companies in developing base metals deposits is also another factor. Even farming and other agricultural pursuits are also becoming possible.

"The Frozen North" is the usual description applied to this huge land. Yet, looking at its climatic records and comparing the same with other parts of Canada, this title is once again a romantic expression. The North and its climate is no where near as bad as it is painted.

In future years, with proper attention, the North will add a tremendous increase to Canada's prosperity and welfare. Years ago the slogan was "Go west young man." Today the slogan should be "Go North." It is a land of opportunity.

* * *

The Kicking Horse Pass has been selected as the Alberta Trans-Canada Highway route by Premier Manning. He is a little concerned however as to what is going to happen when trucks want to use the highway. No doubt this will result in another "cold war" at the Park Gates. We can visualize a trucker being told by the guardian of the aristocratic park gates to look at the sign "Trucks forbidden to enter." Every trucker will no doubt keep a fleet of limousines at the park gate and truck his load that way across this "forbidden territory".

Once again—free enterprise under proper government supervision will be the rule . . .

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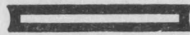
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CHAMBER OF MINES REPORTS PROGRESS

The annual report of the Alberta and Northwest Chamber of Mines in its summary for 1949 gives much information of value as regards mineral and oil progress in Alberta, the N.W. Territories and Yukon.

Dominion Mineral production has increased from \$806,180,215 to \$890,200,000 in 1949. Gold has increased from \$122,339,105 to \$147,700,000 in 1949. Petroleum has increased from \$36,856,959, to \$62,200,000 in 1949. In this increase Alberta and the North West Territories have played an important part.

The developments which are now taking place in Alberta and the Northwest Territories are having a remarkable influence on Canadian and International Affairs.

Outstanding Factors Are:

1. **Petroleum**—Only a couple of years ago, Canada was importing 92½ percent of her requirements. In 1949 it was 81 percent and with pipe lines under construction, and a large assured production available, it is only a matter of time until Canada will be able to take care of her requirements and the far eastern consumption may be arranged by an exchange of oil shipments with the United States—oil going from Canada to the U.S. in the west and U.S. oil coming into Canada in the far east.

2. **Coal**—For over twenty years the western producers have pleaded for the opportunity to supply Canadian central and eastern markets. Canadian railroads have claimed the shipment of coal to Ontario was uneconomical, due to the long distances to the centres of population. Subventions were granted, paid by the Federal Government, but the coal failed to receive enthusiastic support.

Six years ago there was a meeting of the Mine Ministers representing each of the Provinces, which was held in Vancouver, and each year this meeting has been reconvened in seven of the provinces with a growing interest in the use of Canadian mineral products, more particularly coal. Undoubtedly, it has had a strong influence upon public opinion and upon the Federal Government. Today there is a growing demand for Canadian coal and a more cordial response from the buyers and transportation companies.

Pitchblende

3. One of the very confidential developments, but one which is highly important, is the mining of pitchblende used in the production of radium and uranium oxide. This as all know, was first developed at Port Radium on Great Bear

Lake, which supplied the requirements at Chalk River and other places where investigations were going on in the preparation of materials under the Atomic Energy Control Board.

The mining of pitchblende has been extended from Port Radium to points near Goldfields, to Beaverlodge Lake, Ace Lake, Martin Lake and to points near Black Lake in the Province of Saskatchewan. These new locations will reduce the cost of transportation and possibly influence the volume of production from Great Bear Lake. From Port Radium the revenue from sales and rentals amounted to \$4,889,760.83 — a very substantial undertaking, and a very vital one for the Dominion of Canada.

Gold In N.W.T

4 The mining of gold in the Northwest Territories, although retarded by market conditions has assumed a very important role in Canadian affairs. This year the returns indicate that the production is about double what was produced in 1948. In that year the production was 101,625 fine ounces or \$3,556,875.00 and this year, due to greater production and an increase in the exchange rate to \$7,054,370.00. If this increase can be maintained and there is every indication that it will be, then in another three years the Northwest Territories will be the fourth largest producer in Canada, and with new mines going into production immediately, even this position may be improved.

Railway To Alaska

Perhaps one project which is less in the public eye but one which will consolidate Canadian and U.S. interests, is the proposed railway to Alaska, which has been favourably endorsed by Congress. Such a railway, if built, opens up opportunities for United Keno Hill Mines Limited and prospective developments in the Yukon Territory. Although the proposed right-of-way would be 64 miles south of Mayo, it would open up the possibility of a spur being

built and the continuous rail transportation of concentrates to Trail or Tacoma. It would be an incentive for other developments and the co-ordination of Canadians and Americans in developments taking place along the proposed railway.

Base Metals At Great Slave Lake

Another development which may have a very important bearing on the future of Edmonton is the investigations at Pine Point on the south shore of Great Slave Lake. These investigations have been carried on for over two years and the Consolidated have proved up about 750,000 tons of lead-zinc ore. If this can be further extended, it means the construction of a railroad the development of hydro power and probably the building of a plant near Edmonton for the refining of lead and zinc. The development of this project is further assisted by the investigations of the American Metals who are drilling to the west of the concessions granted to the Consolidated Mining and Smelting Company of Canada Limited and also tributary are the lead-zinc deposits at O'Connor Lake just east of the Slave River, and Indian Mountain Lake to the north of Great Slave Lake. However, all these developments are dependent upon the success of the Pine Point investigations and the justification of railway extensions.

Transportation

The existing transportation facilities to the Northwest Territories are obtained by navigation, truck and aircraft from rail-head. The navigation from Waterways and Hay River is in a transition period. The Mackenzie Highway will ultimately effect a considerable saving in time. However, last year the very heavy rainfall, which appears to have been much above the average, disrupted the transportation by truck. Since then the Alberta Government have regraded and gravelled the bad portions of the highway and assured continued maintenance. If this is carried on, the highway will become very important in the fish transportation, which means about 9,000,000 lbs. and freight to and from Yellowknife where time is an important factor. Whether the cost of transportation can be made equal to the Waterways route is uncertain as yet. This will depend upon volume and the maintenance of an all-weather road.

Navigation

In 1949 the navigation companies re-

ported 31,118 tons northbound and 11,126 tons southbound, a reduction over 1948, due to a reduction in preliminary installation both by the government and mines.

Air Transport

Air transportation for eleven months: The C.P.A. reports for Northwest Territories. Passengers into the N.W.T., 10,052. Freight into the N.W.T., 2,734,758 lbs.

The C.P.A. report for Yukon in eleven months: Passengers, 16,158; freight 1,043,713 lbs.

The other three air transportation companies in the Northwest Territories on charter work, report on their businesses which makes a grand total of: passengers, 15,369; freight 4,121,307 lbs.

MINING ACTIVITIES IN THE NORTHWEST TERRITORIES

Giant Yellowknife Gold Mines Limited

This company has now completed its first year of production; hydro power from the Snare River was available October, 1948. The average tonnage treated was 232.5 tons per day with mill heads of .815 oz. per ton. This is computed on a gross total production of \$1,501,482.94. The buildings have been completed including roaster, mill, head-frames on Nos 1, 2 and 3, and employees buildings and bunkhouse. The crew is averaging about 265 on the years operations.

Consolidated Mining and Smelting Co. of Canada Limited

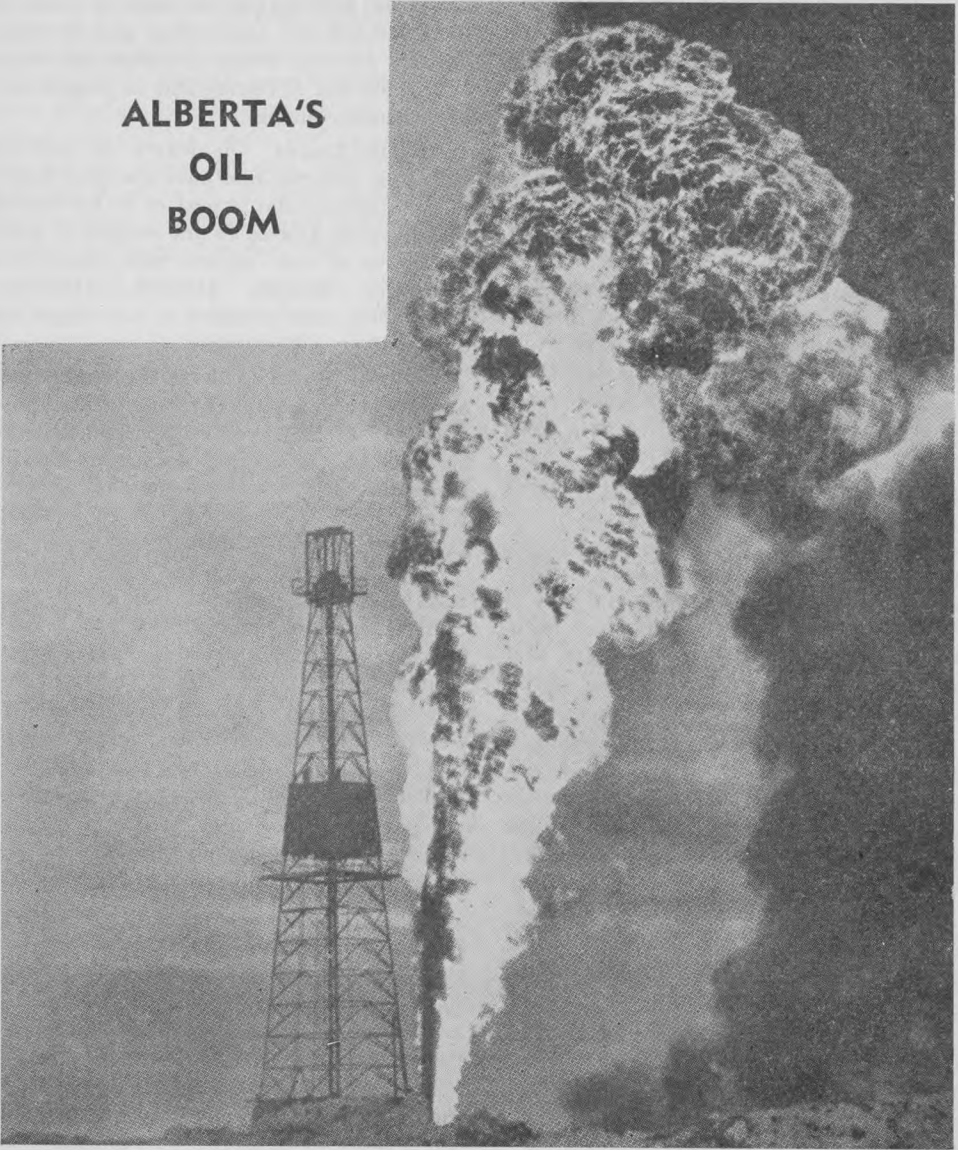
This was the first gold operator in the Territories. Their first brick was poured in September, 1938. This mine has continued to develop, driving 3,640 feet east to the Campbell shear, which is the zone worked by Giant Yellowknife. In 1948 the mine had a production of 55,252 oz. and this year will be about 73,600 fine ounces. Approximately 325 men are employed, of which 137 are working underground.

Negus Mines Limited

The Negus Mines, which adjoins the Consolidated Mining & Smelting Company of Canada Ltd., has increased its daily tonnage from 70 to 190 tons. The main shaft was sunk to 1,928 feet, but additional sinking is being undertaken from the 1,775 foot level to tap the Campbell shear at the 11th and 13th levels. Production in 1948 was 23,267 fine ounces and 1949 will be about 31,080 oz.

(Continued on Page 21)

ALBERTA'S OIL BOOM



It is a fact and everyone knows that profits have been made in the past by investors, large and small, in the oil and gas booms of Texas, Oklahoma and California.

Alberta is now enjoying a tremendous oil and gas boom, the biggest boom in the whole history of Canada, a boom which compares favorably to the spectacular oil and gas booms of Texas, Oklahoma and California.

Oil men—engineers, geologists, field men and executives—are not talking and planning in millions of dollars, or tens of millions, but in hundreds of millions of dollars.

When these hard-headed business men plan to invest hundreds of millions of dol-

lars they obviously intend to make huge profits.

Here are facts and figures concerning the Alberta oil boom, all of which are taken from official and authoritative sources:

Analysis of the Alberta Oil Boom

1. History. After spending many years and many millions of dollars in search of oil in Canada, Imperial Oil brought in its first big producing oil well at Leduc, Alberta, in February, 1947. This was followed by many other producers in this field. Then came the discovery of the Woodbend Field, the Redwater Field, the Stettler Field, the Golden Spike Field and others.

2.—Production. In two and a half years

the number of producing wells in Alberta has more than doubled, now totalling over 1,000. Production of oil actually delivered to the pipelines and tank cars has increased from 470,382 barrels in February, 1947, to 1,664,714 barrels in July, 1949, or more than trebled in two and a half years. In dollars and cents this means approximately \$5,000,000 per month or at the rate of \$60,000,000 per year.

3.—Refining Capacity. The big Canadian Oil Refining Companies—Imperial, British American, McColl Frontenac — and the smaller refineries are all increasing their capacities from 25 percent to 100 percent and are building new refineries at a total cost of tens of millions of dollars.

4.—Reserves. Up to date the oil reserves of Alberta are known to be over one billion (1,000,000,000) barrels and the gas reserves are now known to be over four trillion (4,000,000,000,000) cubic feet—and this is only the beginning! Oil experts and authorities are of the unanimous opinion that undiscovered reserves of oil and gas will be much larger!

5.—Participants. Most of the important American and Canadian oil companies from Amerada to Woodley, are now interested and active in the Alberta oil boom. They are spending over \$100,000,000 in Alberta this year for exploration and development.

6.—Oil Pipelines. Imperial Oil is now building a 20-inch pipeline from Edmonton, Alberta, to the head of the Great Lakes a total distance of 1,200 miles at a total cost of approximately \$90,000,000, and is planning another large pipe-line from Edmonton, Alberta, to the Pacific Coast, a total distance of 600 miles at a total cost of approximately \$50,000,000.

7.—Gas Pipe-Lines. Western Pipelines Ltd., plans to build a gas pipe-line from Calgary, Alberta, to Winnipeg, Manitoba, a total distance of 600 miles. Total cost—\$50,000,000. Westcoast Transmission Company plans to build one of the biggest and longest gas pipelines on the North American Continent — a 30-inch line from Alberta to Northern California, a total distance of over 1,400 miles. Total cost over \$100,000,000.

8.—Financing. For the first time in its long history of 59 years Imperial Oil borrowed \$30,000,000 through a debenture note issue and sold its holdings in two subsidiaries International Petroleum and Roy-

alite for \$95,000,000 to raise a total of \$125,000,000 for exploration and development in Alberta. Other oil companies, large and small, are following suit in proportionately smaller amounts.

9.—Oil Leases. Oil leases or drilling rights on Alberta land have changed hands at such spectacular prices as to be almost unbelievable. Leases on one section of land, 640 acres or one square mile, have been sold for \$1,000, \$10,000, \$100,000, \$1,000,000, and reached a top price recently of over \$5,600,000.

10.—Oil Stocks. Alberta oil stocks have enjoyed spectacular advances in the last two and a half years particularly the stock of the newer oil companies, for instance:—

Name	Low 1947	High 1948-49	Percent Profits
Royal Canadian	\$.04	\$.20	400
Con. Homestead ..	.11	.61	491
Spooner .....	.07½	.52	593
Mercury .....	.04¼	.32	665
New Ranchmen's ..	.02¼	.25½	1,033
Central Leduc .....	.15	1.82	1,113
Leduc Consol. ....	.09	1.75	1,844
Roxana .....	.03	1.03	3,333

Yet Edmonton is still not "oil conscious"

"SHARING THE WEALTH"

Sir Stafford Cripps, member of the British Labor Government has emphasized in his election campaign speeches that today there are only 250 people whose income is over \$15,000 a year, as against 15 or more thousand who enjoyed such incomes before his government took over. "Sharing the wealth" in this instance is a polite name for "Socialistic robbery." In any case, what difference has it made to the individual, other than some have been taxed out of their spending power, which was always a major factor in British prosperity. Those people always had money to invest in industry and enterprise. It seems as if "elimination of the kulaks" is fashionable even in Labor circles.

He returned home late one night and found a pair of shoes (men's), on the floor by the bed. He was angry, as he compared them with his own shoes.

He said: "For a minute I was going to tear the house down. I thought the maid had forgotten to put my shoes away, but I then saw that they were not mine."

NORTHERN FREIGHT COSTS

Recent enquiry by Board of Transport into Northern freight rates brought out a most amusing, if not tragic picture of how the pioneers of the North, and by pioneers, we do not mean Indians and Eskimos, although even some of those could teach our armchair experts a thing or two concerning northern progress, are soaked.

First, the Crown company, Northern Transportation Company, said "Yes, we can give you cheaper freight rates if you ditch the Mackenzie Highway and hand us a subsidy of so much a ton." It said, most of our troubles are due to the fact that on the upper end of the water route we have not enough water. Incidentally it did not suggest that by taking some of the water out of its depreciation fund and adjusting its equipment to meet conditions, it might be able to haul freight at less cost. It's a Crown company—owned by the taxpayers of Canada. Expense? No object. It always can get more from the "paper barons" at Ottawa, and the consumers.

The water route difficulties are mentioned in one breath, and in another, the idea that water freighting is cheaper than any other method. It quoted its rate of \$15 a ton from Hay River to Yellowknife, just across the lake. If it had said \$5.00 a ton was a fair price for this service, it might have justified its rates.

The solution is for this company to quit trying to buck the upper river shallows, portages and many handlings of freight and station its fleet at Hay River. If it did this everyone would be happy. Goods can be stockpiled at Hay River just as easily as at Waterways, then at Fitzgerald and then at Bell Rock. Just one stock pile instead of three, and service. Delivery in hours from warehouse to mines instead of days or weeks.

A dead set was made against the use of the Mackenzie Highway. It was pointed out to the Commissioners that the more use that was made of the highway, the higher would go the water rates. Rather foolish in a way as an argument, but excellent "red herring stuff" to justify maintaining a water freighting system that is fast going out of business as far as the upper river is concerned. Incidentally the Mackenzie Highway carried 9,000,000 pounds of fish alone to market in 1949, and fresh

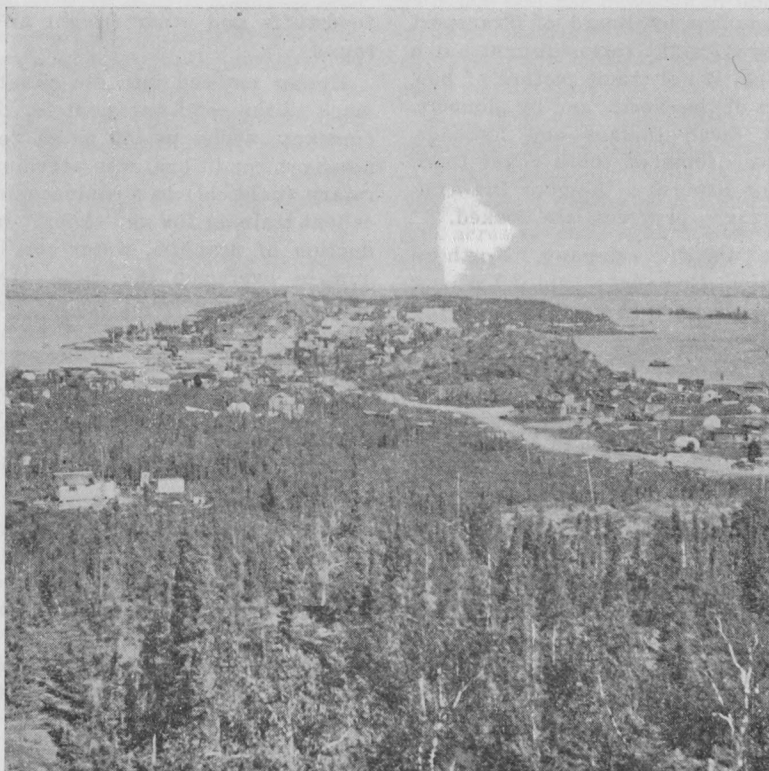
foodstuffs and other freight all the year round.

Humor entered into the situation in as much as the chief exponent for the Crown company, whilst posing as an "expert" on northern conditions, was previously a secretary (political) to a cabinet minister, excellent training for an "expert" in the production of uranium, water conditions and how to overcome the same. He was accompanied by a small army of men, each imbued with the idea that perhaps their jobs depended on the board's decision. The board itself was composed of very estimable gentlemen from the East, who tried to impress everyone that they knew the North, evidently memorizing the idea that they had once or twice flown over the North in a Government aeroplane. You know the flight, you go up on one tarmac, see a map below you and land on another tarmac, rush through your "business" and so back home. You are now an "expert". However, all were happy and apparently had talked the situation of cheaper costs well on the way to oblivion.

CONGRATULATIONS MR. SIMMONS

Mr. Aubrey Simmons, M.P. for the Yukon and Mackenzie, the largest constituency in the world of present day politics, is to be congratulated for his forthright support of better transport to the North. He says, unlike the Crown company's manager, that "Goods leaving Edmonton could reach Yellowknife three days later" and that such service would far surpass anything yet seen. He says the Mackenzie Highway route and a ferry across the lake is a necessity, and that people in the North are entitled to such a service and should get it. However, it is interesting to note that Mr. Simmons has been a northerner ever since he was seven years old. The Crown company's manager and president, is not a northerner unless Ottawa is classified as being in the North. It would almost appear at times that it is in the frozen north as regards getting froze up concerning knowledge of conditions.

He was seated in the parlor,
And he said unto the light;
Either you or I old fellow,
Will be turned down tonight.



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GAME COMMISSIONER AND THE ANTELOPE

Alberta's Game Commissioner, says "antelope are not starving" in Southern Alberta. He does not add that this condition depends solely on the fact that the antelope were being fed, unwillingly perhaps, by the farmer and the rancher, who saw valuable feed being raided by "hungry" antelope. It was only a year or so ago when elk did the same thing in a tough winter. Believe it or not, many an Alberta antelope has migrated into Saskatchewan, the reason being that in Saskatchewan public spirited people have organized "airlifts" of hay to feed the antelope. The planes take the hay aloft, dumping it near the antelope and so antelope are not even hungry in Saskatchewan. Yes, once again the R.C.A.F. saved the day. They are good sports.

However, this will furnish another "alibi" for our game experts in the fall. They will gravely point out that bad weather killed off the game and perhaps suggest that owing to the growing scarcity of game, the license fee should get a boost. What's the betting they won't make it ten simoleons next season and limit the bag to half an antelope. If an antelope could talk these days, he would probably exclaim, "Get out of that armchair, drop the talk at game meets and come over and feed us a little hay." Why keep the hay for game feasts?

IN THE NAME OF THE KING

How often do these words appear on official documents, broadcast through the various official channels of each province of Canada. Every time a dollar is spent of public funds, a proclamation made of enabling legislation, or other public business, it is necessary to have the approval of the Lieutenant Governor, the official representative of the King of Canada, officially recognized as the head of the State.

With much ceremony a new appointment was made recently to the office of Lieutenant Governor of the Province of Alberta. With much pomp and ceremony, he was sworn in at the Parliament Buildings, surrounded by the Premier of Alberta and his official associates. He was well and truly appointed and so becomes the first man in Alberta.

After being sworn in, news item say "He retired to his home" at the Macdonald

Hotel. The King went to an ordinary "guest house."

A man named Groat, some years ago, gave the people of Alberta some 40 acres of land on which he asked that a suitable residence for the Lieutenant Governor of the Province be erected. Groat was a real pioneer of the West. In making a deed of grant he specified that if the land was used for any other purpose than a residence for the Lieutenant Governor of Alberta, it was to revert back to the Groat estate.

So far so good. The residence was built and occupied for some years by the Lieutenant Governor and of course was the scene of many official occasions. However, when the present Social Credit Government came into office, it was seized with the idea that "homes for Kings" were luxuries and so, taking advantage of war years, they turned the King's home into a convalescent home for veterans and the King had to find his own home elsewhere.

Alberta advertises to the world that she is rich and prosperous, happy and content as it looks at its future, yet, when it will not provide a suitable official residence for its King's representative, it must acquire the reputation of being "cheap." Some may not agree with the idea of having a King, but in any case we have a king and surely as a means of respect to ourselves, if not to him, we should provide him with a suitable official residence. A hotel room is no place for the leader of Alberta's official government.

MACKENZIE HIGHWAY PHONE

A line to Fort Vermilion parallels the highway, six miles west, with the last phone on the Carcajou Line at Mile 121 on the Highway. From here to Great Slave Lake there are no means of communication in case of accident, otherwise than the arrival of other cars.

The Mackenzie Highway should have a telephone line from Carcajou to Great Slave Lake. The fisheries, alone, at Great Slave Lake have now assumed major importance and, in addition, the district through which the Mackenzie Highway passes, especially in Alberta, is a possible farming and agricultural district.

Whatsa matter, Barbara?

"Gawd, Julie, never go out with a chiropractor."

SETTLEMENTS IN THE NORTHWEST TERRITORIES

This descriptive list of settlements and towns in the Far North, serves as a good illustration of how this unknown part of Canada is developing.

Aklavik, on west channel of Mackenzie River, 69 miles from Arctic Coast, Mackenzie District, N.W.T.—Resident Government Medical Officer; Stipendiary Magistrate and District Administrator; Royal Canadian Mounted Police detachment; post office; Government radio and meteorological station (Department of National Defence); trading posts; hotel; community hall; Church of England and Roman Catholic missions and hospitals; residential and day schools.

Arctic Bay, northern Baffin Island, Franklin District, N.W.T.—Winter harbour of Canadian Government Steamship "Arctic", 1909-10; Government radio and meteorological station (Department of Transport); private commercial radio station; trading post; Roman Catholic Mission.

Arctic Red River, at junction of Mackenzie and Arctic Red Rivers, Mackenzie District, N.W.T.—Royal Canadian Mounted Police detachment; post office; trading post; private commercial radio station; Roman Catholic Mission.

Bache Peninsula, eastern Ellesmere Island, Franklin District, N.W.T.—Site of former Royal Canadian Mounted Police detachment and post office.

Baker Lake, at mouth of Thelon River, Keewatin District, N.W.T.—Royal Canadian Mounted Police detachment; Government radio and meteorological station (Department of National Defence); Ionospheric Station; emergency landing strip; Government scientific station; trading post; private commercial radio station; Church of England and Roman Catholic missions.

Bathurst Inlet (Burnside Harbour), Coronation Gulf, Mackenzie District, N.W.T.—Trading post; private commercial radio station; Roman Catholic mission.

Belcher Islands, Hudson Bay, Keewatin District, N.W.T.—Trading outpost.

Cambridge Bay, southern Victoria Island, Franklin District, N.W.T.—Royal Canadian Mounted Police detachment; trading post; private commercial radio station; Church of England mission.

Cape Dorset, Dorset Island, off Foxe Peninsula, Gaffin Island, Franklin District,

N.W.T.—Trading posts; private commercial radio station; Roman Catholic mission.

Cape Hopes Advance, Ungava Bay, Quebec—Government radio direction-finding and meteorological station (Department of Transport).

Cape Smith, Smith Island, eastern side of Hudson Bay, Keewatin District, N.W.T.—Trading post; private commercial radio station.

Chesterfield, western side of Hudson Bay, Keewatin District, N.W.T.—Resident Government medical officer; Royal Canadian Mounted Police detachment; post office; Government radio direction-finding and meteorological station (Department of Transport); trading post; Roman Catholic mission; hospital, and industrial home.

Churchill, western side of Hudson Bay, Manitoba.—Seaport terminus of Hudson Bay railway; National Harbours Board grain elevator, offices, and shops; Government airport and hospital; radio direction-finding and meteorological station (Department of Transport); Royal Canadian Mounted Police detachment; stores; Church of England and Roman Catholic missions.

Coppermine, at mouth of Coppermine River, Mackenzie District, N.W.T.—Royal Canadian Mounted Police detachment; post office; Government radio and meteorological station (Department of Transport); trading post; Church of England and Roman Catholic missions.

Coral Harbour, Southampton Island, Keewatin District, N.W.T.—Trading post; private commercial radio station; Church of England and Roman Catholic missions; Royal Canadian Mounted Police detachment; landing field; Government radio and meteorological station (Department of Transport) at Munn Bay, 5 miles distant.

Craig Harbour, southern Ellesmere Island, Franklin District, N.W.T.—Site of former Royal Canadian Mounted Police detachment and post office.

Diana Bay, Hudson Strait, Quebec.—Trading post.

Dundas Harbour, Devon Island, Franklin District, N.W.T.—Royal Canadian Mount-

ed Police detachment and post office; former trading post.

Eskimo Point, western side of Hudson Bay, Keewatin Districts, N.W.T. — Royal Canadian Mounted Police detachment; trading post; private commercial radio station; Northern Evangelical Society Mission and Roman Catholic mission.

Eureka Sound, Slidre Fiord, western Ellesmere Island, Franklin District, N.W.T. — Government meteorological station (operated jointly by the Department of Transport and the United States Weather Bureau).

Fort Chimo, Koksoak River, Quebec.—Royal Canadian Mounted Police detachment; post office; trading post; private commercial radio station; Church of England mission. Defence project landing field; radio and meteorological station, 7 miles distant; Ionospheric Station.

Fort Franklin, western end of Great Bear Lake, Mackenzie District, N.W.T.—Site of early Hudson's Bay Company fort used by Franklin expedition as winter headquarters 1825-26-27. At present a trading post.

Fort Good Hope, at junction of Mackenzie and Hare Rivers, Mackenzie District, N.W.T.—Royal Canadian Mounted Police detachment; post office; trading post; Government radio and meteorological station (Department of National Defence); private commercial radio station; Roman Catholic mission.

Fort Liard, on Liard River, near point where Yukon-Northwest Territories boundary intersects northern boundary of British Columbia, Mackenzie District, N.W.T. — Royal Canadian Mounted Police detachment; trading post; private commercial radio station; Roman Catholic mission.

Fort Mackenzie, Koksoak River, Quebec.—Department of Transport station; Indian settlement.

Fort McPherson, on Peel River near junction with Mackenzie River, Mackenzie District, N.W.T.—Post office; trading post; private commercial radio station; Church of England mission.

Fort Norman, at junction of Great Bear and Mackenzie Rivers, Mackenzie District, N.W.T.—Royal Canadian Mounted Police detachment; post office; Government radio and meteorological station (Department of National Defence); trading posts;

Roman Catholic mission; transfer point for all water-borne traffic proceeding to Great Bear Lake.

Fort Providence, on Mackenzie River just west of outlet of Great Slave Lake, Mackenzie District, N.W.T.—Royal Canadian Mounted Police detachment; Government radio and meteorological station (Department of National Defence); landing field; post office; trading post; private commercial radio station; Roman Catholic mission and residential school.

Fort Resolution, on Great Slave Lake near mouth of Slave River, Mackenzie District, N.W.T.—Resident Government medical officer who is also Indian Agent; Royal Canadian Mounted Police detachment; post office; Government radio and meteorological station (Department of National Defence); landing field; trading posts; Roman Catholic mission; hospital, and residential school.

Fort Ross, on Somerset Island, facing Bellot Strait, Franklin District, N.W.T.—Former trading post.

Fort Simpson, at junction of Mackenzie and Liard Rivers, Mackenzie District, N.W.T.—Resident Government medical officer, who is also Indian Agent; Royal Canadian Mounted Police detachment; post office; Government radio and meteorological station (Department of National Defence); landing field (8 miles distant); agricultural experiment substation; trading posts; Church of England and Roman Catholic missions and day schools; Roman Catholic hospital.

Fort Smith, on Slave River just north of Alberta-Northwest Territories boundary, Mackenzie District, N.W.T.—Offices of Stipendiary Magistrate and District Administrator; Superintendent, Forest and Wildlife Management; resident Government medical officer; and Royal Canadian Mounted Police detachment. Post office; Government radio and meteorological station (Department of National Defence); landing field and seaplane anchorage; trading posts; hotel; liquor store; transportation companies; Church of England and Roman Catholic missions; Roman Catholic hospital and day school; public day school.

Frobisher Bay, southern Baffin Island, Franklin District, N.W.T.—Royal Canadian Mounted Police detachment; defence project landing field; radio and meteorological station.

logical station (Department of Transport). Trading post in vicinity of settlement.

George River, Ungava Bay, Quebec. — Trading post; private commercial radio.

Great Whale River, Hudson Bay, Quebec.—Trading post; private commercial radio station; Church of England mission.

Hay River, on Great Slave Lake at mouth of Hay River, Mackenzie District, N.W.T. —Post office; trading post; Government radio and meteorological station (Department of National Defence); private commercial radio station; Church of England and Roman Catholic missions; Church of England nursing home; terminus of winter road from Grimshaw, Alberta, now developed into an all-weather highway; landing field; fishing headquarters Great Slave Lake fisheries.

Holman Island, (King's Bay) Amundsen Gulf, Franklin District, N.W.T.—Trading post; private commercial radio station; Roman Catholic mission.

Igloodik, on island in Foxe Basin, north-east of Melville Peninsula, Franklin District, N.W.T.—Trading post; Roman Catholic mission.

Ivugvik, Hudson Bay, Quebec—Roman Catholic mission.

Koartak, immediately adjacent to Cape Hopes Advance, Ungava Bay, Quebec. — Roman Catholic mission.

Lake Harbour, southern Baffin Island, Franklin District, N.W.T.—Royal Canadian Mounted Police detachment; post office; trading post; private commercial radio station; Church of England mission.

Maguse River, mouth of Maguse River, Keewatin District, N.W.T.—Trading Post.

Mansel Island, Hudson Bay, Keewatin District, N.W.T.—Former trading post.

Moffet Inlet, Admiralty Inlet, north-western Baffin Island, Franklin District, N.W.T.—Church of England mission (unoccupied at present).

Norman Wells, on Mackenzie River, 48 miles north of Fort Norman, Mackenzie District, N.W.T.—Oil wells, first drilled in 1920, refinery, erected in 1939, supplies most of petroleum requirements of mining camps in Mackenzie District. Royal Canadian Mounted Police detachment; post office; landing field; trading post; Government radio and meteorological station (Department of National Defence); hotel; hospital.

Nottingham Island, Hudson Strait, Franklin District, N.W.T.—Government radio direction-finding and meteorological station (Department of Transport).

Nueltin Lake, Keewatin District, N.W.T. —Trading post.

Outpost Island, Great Slave Lake, Mackenzie District, N.W.T.—Gold-mining property.

Padlei, west of Maguse Lake, Keewatin District, N.W.T.—Trading post, serviced by aircraft from Eskimo Point; private commercial radio station.

Pangnirtung, on Pangnirtung Fiord, Cumberland Sound, eastern Baffin Island, Franklin District, N.W.T.—Resident Government medical officer; Royal Canadian Mounted Police detachment; post office; trading post; private commercial radio station; Church of England mission, hospital and industrial home.

Paulatuk, Darnley Bay, Amundsen Gulf, Mackenzie District, N.W.T.—Trading post; Roman Catholic mission.

Payne Bay, Ungava Bay, Quebec. — Trading post; private commercial radio station.

Pelly Bay, Gulf of Boothia, Keewatin District, N.W.T.—Roman Catholic mission.

Perry River, on Queen Maud Gulf, Keewatin District, N.W.T.—Trading post.

Peterson Bay, (Gjoa Haven), King William Island, Franklin District, N.W.T. — Trading post.

Pond Inlet, northeastern Baffin Island, Franklin District, N.W.T.—Royal Canadian Mounted Police detachment; post office; trading post; private commercial radio station; Church of England and Roman Catholic mission.

Port Brabant, (Tuktoyaktuk), on Arctic Ocean east of mouth of Mackenzie River, Mackenzie District, N.W.T.—Exchange point for river and ocean traffic; trading post; private commercial radio station; Church of England and Roman Catholic missions.

Port Harrison, eastern Hudson Bay, Quebec.—Royal Canadian Mounted Police detachment; post office; Government radio direction-finding and meteorological station (Department of Transport); trading posts; Church of England missions.

Port Radium, (Post office) Labine Point, Great Bear Lake, Mackenzie Dist-

riect, N.W.T.—Post office on property of Eldorado Mining and Refining (1944) Limited, a Crown company. In addition to the mine and mill, in vicinity are a Government radio and meteorological station (Department of National Defence), a Royal Canadian Mounted Police detachment, and seaplane anchorage. Port radium post office was formerly situated at a settlement on Echo Bay, about 6 miles to the east (now abandoned).

Povungnituk, eastern Hudson Bay, Quebec.—Trading post; private commercial radio station.

Rae, at head of north arm Great Slave Lake, Mackenzie District, N.W.T.—Royal Canadian Mounted Police detachment; post office; trading post; private commercial radio station; Roman Catholic mission and hospital.

Read Island, Dolphin and Union Strait, Franklin District, N.W.T.—Trading post; private commercial radio station.

Reindeer Depot, east channel of Mackenzie River about 60 miles from mouth, Mackenzie District, N.W.T.—Headquarters for field supervision of Government reindeer industry; headquarters building, warehouses, workshop, private commercial radio station.

Reliance, at eastern end of Great Slave Lake, Mackenzie District, N.W.T.—Royal Canadian Mounted Police detachment; trading post.

Repulse Bay, southern coast Melville Peninsula, Franklin District, N.W.T. — Trading Post; private commercial radio station; Roman Catholic mission.

Resolute Bay, Cornwallis Island, Franklin District, N.W.T.—Government meteorological station (operated jointly by the Department of Transport and the United States Weather Bureau); Royal Canadian Mounted Police detachment; Ionospheric Station.

Resolution Island, eastern entrance to Hudson Strait, Franklin District, N.W.T.—Government radio direction-finding and meteorological station (Department of Transport).

Richardson Island, Coronation Gulf, Franklin District, N.W.T.—Trading post.

Richmond Gulf, east side Hudson Bay, Quebec.—Trading post; lead mines.

River Clyde, eastern Baffin Island, Franklin District, N.W.T.—Government ionospheric, radio, and meteorological sta-

tions (Department of Transport); trading post; private commercial radio station.

Snowdrift, southeastern shore of Great Slave Lake, Mackenzie District, N.W.T.—Trading posts; private commercial radio station.

Stanton, at mouth of Anderson River, Mackenzie District, N.W.T. — Trading post; Roman Catholic mission.

Sugluk, Hudson Strait, Quebec.—Trading post; private commercial radio station; Roman Catholic mission.

Taltson River, (Rocher River), southern shore Great Slave Lake, Mackenzie District, N.W.T.—Trading post; private commercial radio station.

Tavani, Mistake Bay, western side Hudson Bay, Keewatin District, N.W.T. — Trading post; private commercial radio station; Roman Catholic mission.

Wager Bay, on Ford Lake, west of Wager Bay, Keewatin District, N.W.T.—Former trading post.

Wakeham Bay, Hudson Strait, Quebec.—Trading outpost; Roman Catholic mission.

Wolstenholme (Eric Cove), at western end Hudson Strait, Quebec. — Former trading post.

Wrigley, on west bank Mackenzie River, Mackenzie District, N.W.T.—Post office; trading post; private commercial radio station; landing field about 5 miles southeast on east side of river.

Yellowknife, on north shore of Great Slave Lake, about 5 miles south of mouth of Yellowknife River, Mackenzie District, N.W.T.—Mining settlement built up as result of prospecting and mining operations in the vicinity. Contains offices of Mining Recorder, Stipendiary Magistrate and other Canadian Government officials; Royal Canadian Mounted Police detachment; post office; Government airport, radio range and meteorological station (Department of Transport); Government radio station (Department of National Defence); private commercial radio stations; public and high school; hotels; hospital; restaurants; banks; drug stores; tavern; liquor store; general stores; meat market; motion picture theatres; weekly newspaper; printing office; Church of England and Roman Catholic Churches; has electric light, water, and sewer services; also local motor, air, and water transportation services.

HOW AN OIL WELL IS DRILLED

As people see the daily transportation by truck or rail of long lengths of pipe bound for Alberta's oilfields, many may perhaps wonder how these materials are used in bringing "Black Gold" to the surface.

Years ago the Chinese, the first drillers, used a springpole and man power to dig holes into the crust of the earth. Later the well digger and even the oil driller used a "thumping" machine to put down similar holes in a search for oil. It was a long and laborious process, this pounding and thumping in order to wear the hole matter down. Today, the rotary drill, with its fast moving cutting bits has enabled holes to be put down in "jig" time. In addition, geologists with the seismic method of prospecting have localized oil formations, so that when a hole is started it is a fifty-foot bet that it may strike "pay."

The rotary method consists of a bit, rotated at high speed and attached to the end of a hollow pipe. These bits are either of the "fishtail" type or a complicated assortment of hardened steel rollers. The drill pipe comes in lengths of from 30 to 40 feet. Every time a bit is dulled, the pipe lengths have to be withdrawn, stacked in the derrick in sections, and then once again joined up and inserted in the hole after the bit has been replaced. The tower one sees over the drilling operation, approximately 175 feet high, allows the pipe to be withdrawn in lengths of from three or four sections.

As the drill goes down, mud is forced through the drill pipe to its drilling face and returns to the surface on the outside of the pipe. This mud has many uses. It brings up rock samples which are of value to the checking geologist as regards the formation being passed through. It plasters the sides of the hole and prevents the hole caving, it cools the bit as it operates and helps to overcome gas pressures.

Most wells have to be "cased" as they proceed to depth. Casing is steel tubing, similar to drill pipe, from 4¾ inches to 24½ inches in diameter. When casing is run, the drill pipe is withdrawn from the hole and the casing is lowered length by length, each screwed tight to the other length. It is then often cemented in place and the drilling then continues inside the casing. When geological examination of drill hole content is desired, a core barrel

takes the place of the bit and this brings up a core sample of the rock the drill is going through.

The progress of the drill as regards direction is controlled by delicate instruments which immediately register any deviation from the straight line of drilling. In many cases expert drillers can almost sense the situation when a bit goes off at an angle.

If production is obtained, a two inch tubing is run to the producing horizon, and water if any is blocked off below the oil level. This tubing is connected to an array of pipe and valves at the well head. "This is called a Christmas Tree," and this controls the flow of the oil according to the most economical methods to obtain the greatest production without destroying the pressure of gas or water which pushes the oil to the surface. This is most important, as when an open flow is allowed, oil gushes to the surface as long as the pressure is high. Lowering of the pressure behind the oil often results in water pushing the oil back from the pipe inlet and coming to the surface in its place. It blocks off the oil, resulting in only a small percentage of the oil being recovered.

The oil as it comes to the surface is usually passed through a "separator" which separates the oil from the accompanying gas. The oil is then processed to remove any moisture that it may contain. It then goes to a settling tank before it is sent through a pipe line to the refinery where it is refined according to content for the market.

The process of drilling a well sounds simple but it should be borne in mind that unless a well is drilled in the most exact manner possible accompanied by good judgement on the part of the drilling crew, there is always a danger of either missing the oil altogether or allowing it to reach the surface uncontrolled as happened at Atlantic No. 3 in the Leduc district. In the old days the name for a new well was often a "Gusher", but oilmen know today that a "gusher" well is a wasted well. Wells in the Leduc of Redwater fields, only producing on the pro rata system a few hun-

dred barrels a day, are capable, on open flow, of producing anything up to 12,000 barrels a day for a short period. However, experience has shown that when a well is allowed to "gush" it often results in only a 25 percent oil recovery owing to lack of pressures wasted in the original "gush."

When the drill pipe strikes oil formations, it is continued down to the water level, where the pipe is blocked off and then the oil pipe and the casing is perforated with holes so as to allow the oil to enter into the pipe without danger of water coming in too.

ITS AMUSING "WAPOO"

Every year, the motoring public is treated to various publicity items describing how the Government is changing the color of the "serf plates" that every motorist is compelled to place on his car, so that his Government may make the usual "touch" of anything from \$15 plus driver's license dollar, plus damage assurance dollar without arousing too much resentment in people who drive cars either for pleasure or business. It's a wonderful relief for the motorist to know that "This year the plate color will be blue on gold, etc., and Government officials hand out these plates with almost worshipful reverence—easily understandable—for they represent currency.

The motorist is the most taxed individual in Canadian citizenry. He gets it in the neck from almost every taxing authority there is, Dominion, Provincial, Rural or Urban municipalities, they all take a whack at the motorist. The idea of course, is that the motorist is a plutocrat in these days of social credit government. He is taxed some nine cents a gallon on his oil plus other taxes, even the nuisance meter tax, the real bandit robber of cents and nickels.

Every year the motorist makes a pilgrimage to the Government buildings, dollars in hand, has to stand in line, sometimes for hours, and is passed along from wicket to wicket just like "a pig in a packing plant slaughter house", at each step he loses something of his purse, at all steps he loses that sense of personal dignity every free man should possess and at the wind up comes out with a tin plate—his "convict" number and a few pieces of paper added.

He then cheerfully goes home, steps in his car, goes over highways, often called

"Detours" and at every gas station pays our friends the Social Crediters a "bandit" extra toll of 9c a gallon in a country which at the present time is flowing with oil in thousands of thousands of barrels. The savages in Iraq get their oil 25 percent cheaper than the market price, because Iraq has plenty of oil. Alberta "motor convicts" pay more for their oil because they too have plenty of oil but also have money grabbing governments, oil companies, etc., to exact the usual tolls.

What happens to the motorist's dollars? The Government says it expends it on roads. Do not be fooled, the Government does not, anymore than it expends the millions it now collects in giving everyone \$25 a month.

However, go and get your "tin plate" colored like "Jacob's Coat" and say you like it. What will happen when we run out of color Well, its a safe guess the same thing as when we run out of Social Credit, More "Wapoo."

(Note—"Wapoo" is the Indian name for the more conventional Canadian expression "B.S.")

MINING COSTS IN THE NORTH

In pressing for better and cheaper transportation rates to the Yellowknife, centre of northern mining industry, two prominent mines with millions of capital invested, stated that for every dollar present mining costs could be lowered, 30 percent of which was for transportation, more dollars could be put to work in mining lower grade ores, buying more freight supplies and employing more men. Mining costs in the north have created a situation whereby only a high grade of ore can be profitably mined. There are millions upon millions of tons of \$10 or less ore which if located in the East would be mined today at a profit. It cannot be touched in the North because charges are too high, especially freighting.

They were discussing women's attractions. One said, "Woman's greatest attraction is her hair." "No," replied the other, "it is her eyes, and her teeth." What's the use of sitting here lying to each other?

"Dad, what does bankruptcy mean?" asked Johnny. "Bankruptcy, my boy, is when you put your money in your hip pocket and your creditors take your coat.

THE HAY RIVER-YELLOWKNIFE WINTER ROAD

Much noise is being made concerning this road, although according to reports there is only around 20 miles of it which can be called a rough winter road. The actual cost of trying to put this road through amounts to around \$200 a mile, which is not enough to perhaps put snow-ploughs over it. It is stated that the rough places are caused by boulders, impossible to move in the winter time with machinery, evidently no one has suggested that an easy way to surpass this obstruction is to use water and ice the holes. Logging companies build winter roads and use them throughout the season with no difficulty. They haul tremendous loads. How is it done? They have a system of icing the road every night if traffic is heavy, and so get continuous service.

A route across the lake is suggested. Everyone knows who has travelled such lake roads, that the tracks of the vehicle ahead disappear as fast as it goes over it, due to wind and drift. It is true as spring approaches, the road gets hard, but it also takes the shape of an oval, as the snow melts each side of it, and it takes a real tough guy to keep his wheels on the ridge, to say nothing of ice heaves with open water and often the disappearance of a "cat" or truck beneath the surface.

BOOZE INTERVIEWS

A recent issue of the Edmonton Bulletin contains an interview which the reporter claims he had with the present "Liquor Czar" of Alberta, who carefully explains how water is added to the humble bottle which is sold at "High Jacking" prices under what is known as "Government Control" but which is really Government "blackmail."

Of course no government would call it that, the customary expression is "profits", which are supposed to go, together with the motorist "blackmail" to bring closer the day when all will get "\$25 a month without working."

For years, the Liquor Board has gravely reported that its purpose is to supply liquor of quality at reasonable controlled prices to the consumer. Liquor control was installed by the vote of the people for the purpose of eliminating the abuses that had previously existed, especially in the minds of what are known as the "Drys".

Has it done so? The barkeep of the olden days was a gentleman compared with the present system of dispensation. He was in direct contact with the consuming public, and knew that the real westerner insisted on good liquor. He took no chances of having either his face or his bar smashed up. People drank in those days in a reasonable manner, there was no bottle on the hip, or under the table, or in a poky smoky hotel bedroom. A fellow had his drink, in the open, unashamed and content.

Today the whole business is surrounded by a halo of Government mystery, even Liquor Czar yearly Banff conventions are held in private with press and public excluded, and the first real publicity given is the admission by our respected Premier, a man said to have the most Christian principles, that "Liquor selling is a racket" and the last admission by the Alberta Liquor Czar that they do water the stock—but not the bottle. Well there is many a bottle sold over the Government counter that has a "bum cork" . . . under the Government many colored paper seal.

BUFFALO HUNTING

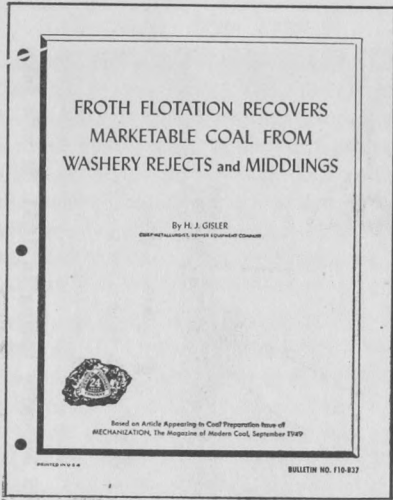
Arrangements are being made to throw a hunting season open in Alaska for the hunting of buffalo. The herd of buffalo transported to Alaska a few years ago now requires thinning out according to game authorities in Alaska, so a limited season for bulls is being arranged. Hunters are to be chosen on a lottery system, namely after licenses are taken out to shoot one bull on each license, a draw will be made among licensees and the numbers drawn, will be allowed to hunt.

Alaska's herd of buffalo, at present is estimated at some 500 animals, with too many bulls in the herd, hence the open season.

Alberta has a large herd of buffalo at Elk Island Park. Each year a certain number are killed in abbatoirs at the park. Why not follow out the Alaska plan and turn the surplus loose in the foothill ranges and add buffalo hunting as one of Alberta's attractions in future years. Can it be done? Elk and moose are often transferred from the park to the ranges. Why not buffalo

Moe and Joe were out fishing. Suddenly Moe exclaimed, "I've caught a haddock."

"Vell," said Joe, "Why not take an aspirin?"



RECOVERING WASTE COAL FINES

How Denver "Sub-A" Flotation recovers and cleans waste coal fines at a total cost of 20c to 50c per ton of recovered coal is reported in a new bulletin published this month by Denver Equipment Company, manufacturer of Denver "Sub-A" Flotation Machines.

Liberal use of pictures clearly illustrate what happens when coal fines and ash materials are conditioned with kerosene and fuel oil and then subjected to sub-aeration.

Typical flowsheet, preliminary laboratory testing, sources of feed, equipment required to recover coal fines and results of laboratory tests made on samples of coal received from many parts of the world are reported in this bulletin.

A copy of this bulletin will be sent to readers of the Nor' West Miner without cost.

Address your request to: Denver Equipment Company Dept. 123, Denver 17, Colorado, U.S.A.

ANNUAL MEETING

Half a century of mining progress will be the principal feature of the annual meeting of the Prospectors and Developers Association to be held in the Royal York Hotel, Toronto on March 5th to 8th inclusive. A full program has been arranged, dealing with all aspects of the mining industry.

Miner—"Hi Bill what makes your tongue so black?"

Bill replied—"I dropped a bottle of whiskey on a freshly tarred road."

MAINTAINING URBAN HIGHWAYS

Where main arterial highways pass through urban centres the cost of providing the same have been borne almost entirely by the taxpayers of those centres. As these highways form a part of the general provincial plan of road communication and are used as such, it is only reasonable to expect that the Alberta provincial Government should contribute to the cost of construction and upkeep. In the past the Dominion Government has extended considerable aid to provincial governments towards the cost of building main highways, but there is no suggestion that municipalities through which these highways run are also entitled to assistance from the Provincial Government. A precedent has been established recently in the matter of a provincial contribution to the cost of the high level bridge highway. Cities should not be compelled to bear the whole burden.

A group of club women recently visited the men's locker in a ritzy country club. One of the men, attired in his birthday suit, was facing the ladies, scrubbing his face with a towel, when they entered.

"That's not my husband" said one.

"I know he is certainly not mine" exclaimed another.

"Why, he isn't a member of the club" added the third.

Driller—"Would you sell yourself for a million."

Blonde—"Why yes, I believe I would."

Driller—"Would you sell yourself for two dollars?"

Blonde—"What do you think I am?"

Driller—"We've already settled that—now we are haggling over the price."

Comfort without Extravagance
In Edmonton . . .

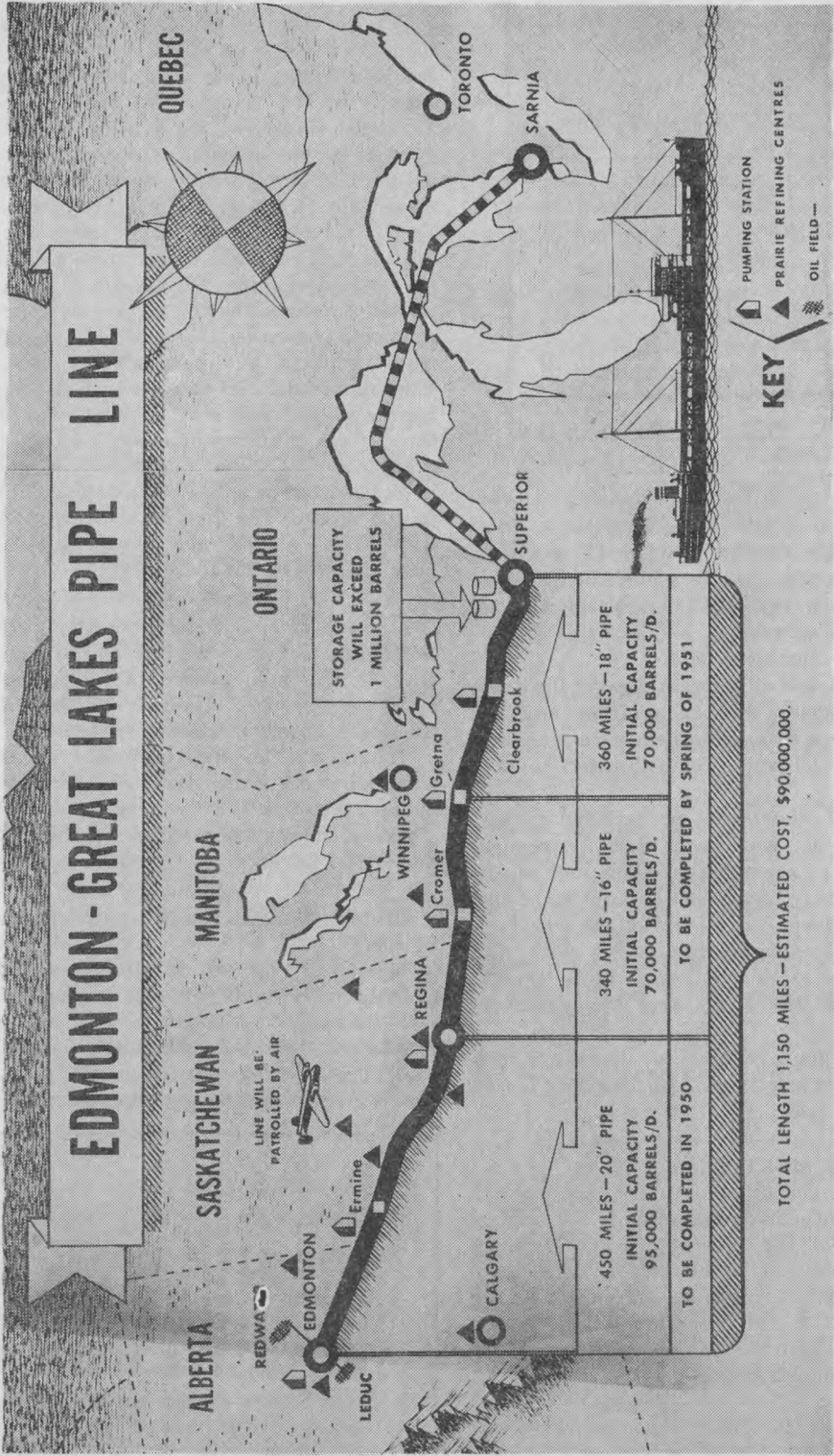
THE RITZ HOTEL

97th Street—Rooms \$1.00 Per Day
PHONE 42151

THE CASTLE HOTEL

102nd Street—Rooms 75c Per Day
PHONE 21426

GEORGE W. McLEAN, Prop.



This pipeline—length 1,150 miles—cost \$90,000,000, has been started and is to be completed by early spring in 1951. It will take the oil output of the Leduc-Woodbend-Redwater and other Alberta oil fields to Superior, where tankers will take it east.

CHAMBER OF MINES REPORTS

(Continued from Page 6)

Discovery Yellowknife Mines Ltd.

This plant was completed in December and operations started about January 1st. The mine has in sight some four years production at 125 ton per day. The grade of ore is said to be about .2 oz. per ton. Two levels have been opened up. It is understood that the first gold brick will be poured about February 15th.

North Inca Gold Mines Limited

This mine is 150 miles north of Yellowknife and a large diamond drilling program was completed. A shear zone to the east of the shaft was intersected on the second level. Very high value have been encountered in the drifts and cores, but the averages were not encouraging and additional exploration has been recommended.

YUKON TERRITORY

The Yukon Consolidated Gold Corporation

This mine is the principal producer of placer gold. Although the spring break-up was very late this year, by the end of August they reported 31,830 oz. of gold recovered. They have eight electrically operated dredges running 24 hours a day. Power is supplied from a central plant capable of developing 15,000 h.p.

The Yukon Gold Placers

They are dredging on Henderson Creek. They reported the recovery of 3,652 oz. of gold by September 1st, 1949.

United Keno Hill Mines Limited

In the Mayo district the United Keno Hill Mines, located about 35 miles from the village of Mayo, lost its 150-ton mill by fire on June 11th, but a new 250-ton mill was brought in and installed for operation in November. Up to the time of the fire the old plant produced 4,969,065 lbs. of lead; 1,461,325 lbs. of zinc; and 1,238,002 ounces of silver. This mine is 390 miles up the Stewart River from its junction with the Yukon River.

The Tantalum Butte Coal Mines

This mine at Carmacks, is operated by the Con West Exploration in conjunction with the United Keno Mines. They started operations in 1949 on March 16th and closed September 10th. Two thousand, seven hundred tons of coal were mined. Of this 2,200 were shipped, of which 1,500 went to Keno and the balance to Dawson City and a few tons to Whitehorse.

SASKATCHEWAN

In the Province of Saskatchewan, the pitchblende investigations have been carried on rapidly.

The Nisto Mines Limited on Black Lake is at the east end of Lake Athabasca. The company explored eight radio active zones. Surface trenching and drilling was carried on. In all 8,500 feet of diamond drilling was done on three main ore zones. This work has proved:

550' on the No. 1 zone.

650' on the No. 7 zone.

250' on the No. 8 zone.

The principal pitchblende deposits occur in an area 2,600' by 600' lying more or less in the vicinity of the Black Lake fault.

The Nicholson Mines Ltd.

At this development they have sunk two shafts and carried on 8,500' of diamond drilling. Diesel power has been installed at the No. 2 shaft for hoisting. Hydro power from Wellington Lake has been brought in from the old Box Property of the Consolidated Mining and Smelting Company. A permanent camp has been constructed.

Eldorado

The Eldorado Mining and Refining Exploration have 193 claims and have done a considerable amount of work on Ace Lake, Martin Lake, Eagle Lake and Beaverlodge Lake. At Martin Lake a total of 54,091' of diamond drilling was completed. An adit 2,668' in length was driven on Martin Lake; on the Ace group 13,500' of surface drilling was carried on; on the Eagle group 20,000' of surface drilling was completed. The results of these drill cores justified underground exploration which was undertaken in 1949 with lateral drifts on the 150' and 275' levels.

COAL PRODUCTION IN ALBERTA

In spite of strikes at the beginning of 1949 the production has reached a total of 8,100,000 tons. The final figures have not yet been computed, but it will be almost equal to the 1948, which was 8,207,636 tons. It might be noted that about 38 percent of this total is now derived from strip mining which can be adjusted to the fluctuation in the market demands, with lower hazards.

The petroleum industry has obtained the position of the second largest industry in the Dominion. About 60,000 barrels of oil per day is being produced which is now on

ration and subjected to drastic curtailment. It could be increased immediately to 80,000 barrels per day and possibly with new wells coming in every day, to 100,000. Last year the oil importations amounted to \$301,000,000.00. This year the oil supply from Alberta will cut this importation by \$90,000,000, and the American expenditures for machinery and supplies, exploration and development spent in Alberta will represent another \$60,000,000.00.

The Edmonton to Regina pipe line when completed this year, has a capacity of 95,000 barrels per day and the deliveries to Superior, Wis., are computed to be from 33,452 barrels per day to a maximum of 49,600 barrels.

It is expected that 57,000 barrels a day will be shipped from Superior to Sarnia and other Canadian refineries. This contemplates a storage of 1,000,000 barrels at Superior while the navigation season is closed. Additional storage will be needed at the Eastern refineries.

In Edmonton there are the three refineries assured: the Imperial, McColl-Frontenac and British American with a capacity in excess of 36,000 barrels per day. The largest refinery in Canada is in Sarnia which is 55,000 barrels per day. The Edmonton capacity will be second.

It is significant to note that Alberta has doubled the production in 1949 and trebled the production in three years. At the end of 1949 there were:

In Leduc	351 operating wells
In Redwater	258 operating wells
In Turner Valley	279 operating wells
In Lloydminster	86 operating wells
In other fields	92 operating wells
TOTAL	1066 operating wells

It might be here noted that Turner Valley produced 10,000,000 barrels in 1942, which has now reduced to 4,901,000 barrels.

Alberta's actual Government returns for property have been growing at a fantastic rate.

For the year ending March 31st, 1947, the Alberta Government collected \$900,000.

For the year ending March 31st, 1948, the Alberta Government collected \$1,600,000.

For the year ending March 31st, 1949, the Alberta Government collected \$12,000,000.

This does not include fees, rentals, royalties and cash bonuses paid by all companies for the right to lease the Crown Reserves created in the vicinity of discoveries.

GAS

There are four companies bidding for the transportation of natural gas to points outside the province.

1. The West Coast Transmission Company.
2. The Western Pipe Lines Limited.
3. The Northwest Natural Gas Company.
4. The Prairie Pipe Lines Limited.

The gas reserves computed last fall (September) were 4,200,000,000,000 cubic feet; one authority submitted 6,000,000,000,000 cubic feet.

ORE EXHIBITS

The Chamber of Mines have kept in touch with all developments, visiting all the active properties. It exhibits ores from the operating mines in the Northwest Territories and Yukon Territory and oil samples from wells in Alberta and the Northwest Territories to give those interested an opportunity of seeing the character of the ore and oil and providing data which may be helpful to the investors.

Ore specimens are secured from all Canadian mines, and most of the United States mines. This gives a comparison which is vital to those investigating Canadian properties.

Employment Service

In services to the mines, the Chamber dispatched 969 persons in 1949 for employment with the mining companies and the Federal Government. Additional personnel were checked and forwarded for Eldorado and other organizations bringing the total to 1,195 persons. During the year, there were 1,025 medical examinations functioned through the office. Air transportation warrants were executed to the amount of \$84,415.86 for the transportation of these employees.

The officer was very small and looked new. First time out a bass voice from the ranks boomed, "And a little child shall lead them."

Next day an order appeared on the notice board. "Company 'A' will take a 25-mile hike today with full packs." And—"a little child shall lead them—on a darned big-horse."

LLOYDMINSTER "BLACK OIL"

Overshadowed perhaps at the present time by the light oil discoveries of Leduc and Redwater, the Lloydminster "black oil" field is, after sixteen years of existence, still an important factor in the production of a heavy black crude oil, obtained at shallow depth, and brought to the surface by pumping. Naturally it is necessary to pump this heavy oil on account of it being almost as thick as molasses.

It was sixteen years ago when the first discovery was made and since then over 450 wells have been drilled, all of shallow depth, and at least 200 of these wells are now on pump and producing some 3,600 barrels of crude oil a day. If marketing conditions could be improved, this output could be increased to 9,000 barrels a day or more.

The field comprises an area of around 1,680 square miles or over a million acres. It is estimated that this field has a potential of 25,000 barrels a year. Since 1939, the field has produced and marketed some 3,800,000 barrels, with production in 1949 passing the 1,000,000 barrel mark. Proven reserves in the field are estimated at 75 million barrels and potential oil reserves are estimated at some half billion barrels.

This type of oil has widespread uses. Over 50 percent of the crude is "100 penetration" asphalt, much in demand for road surfacing and is the major product recovered after refining. In addition it carries "industrial fuel oil, house furnace oil, gasoline and diesel oil" with other products in small quantities.

Lloydminster has two refineries, The Husky and the Excelsior. It has a population of 4,055 with a trading population of 35,000. Building permits in 1949 amounted to \$851,375. It is served with natural gas, electricity, and has water and sewer systems. Two railway lines running in six directions. It has a good agricultural area which in 1948 produced around \$13,000,000 in addition to its oil industry.

Lloydminster asphalt furnishes an ideal road surfacing material capable of doing all that imported asphalt can do as regards durability of road surfaces and in addition can be laid at cheap costs with permanent repairs not necessitating the tearing up of the old road. This asphalt is refined under the most modern conditions assuring a high quality product.



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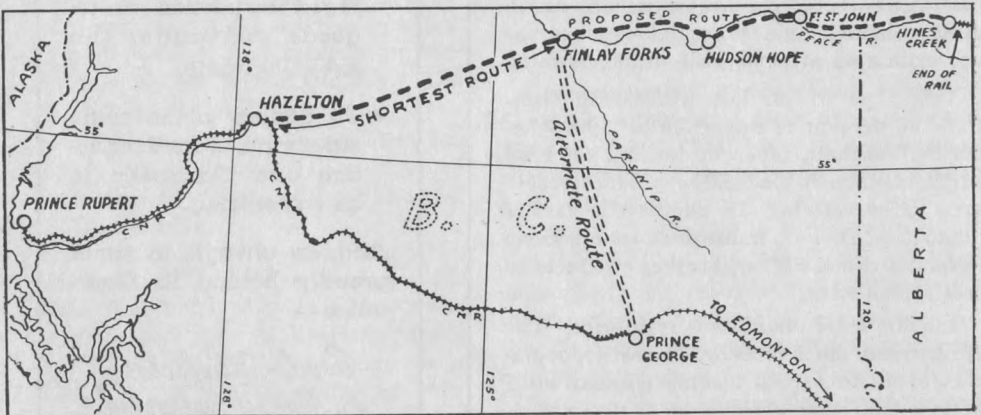
SHORTEST RAIL ROUTE TO PACIFIC

In the last issue of the Nor' West Miner comments by Page Rideout on an address made by George Murray, M.P., was published. In this respect Mr. Rideout further comments:

"As the town of Prince George in relation to its position as a "direct route" from the Peace to Coast was quoted it is well to clear up the idea that any railway going west from Peace River should go to Prince George" Here are the facts—see sketch map. The route mentioned by Mr. Page Rideout, namely the one via Hazelton to Prince Rupert goes via Findlay Forks and then west to Hazelton. Findlay Forks is 55 miles west of Prince George and Prince George is also 100 miles south of Hazelton. Anyone going to Prince Rupert, the direct route from the Peace to the Coast, if routed by Prince George would be obliged to travel from Findlay Forks to Prince George, then from Prince George up to Hazelton and then on to Prince Rupert. He would cross the 55° line three times. People

give the shortest and most direct route to the Pacific Coast and the Orient; second, to give the best grades; third, to connect up in the easiest way with the Alaska Highway, probable route of the projected railway to Alaska; fourth, to eliminate the present tedious connection of ferry cars between Squamish and Vancouver; and lastly, to develop new resources, amongst them the valuable anthracite coal fields of the Groundhog district 100 miles north of Hazelton.

Prince Rupert, notwithstanding the peculiar manner in which its facilities have been ignored in the past, proved, during the last world war, its value for both military and commercial uses and it has without a doubt a harbor, equal, if not superior to Vancouver, it is not subjected to fogs and other navigable hazards and is the closest Canadian Port to Alaska. If the port of Prince Rupert was in American territory, instead of Canadian there is no doubt it would become a city, equal to if



This sketch-map is a carbon copy of the Government map of Canada, at scale of 65 miles to one inch. Any railway entering the Peace Pass at Hudson Hope would be obliged to go out of that Pass by way of Findlay Forks. As will be seen, it is the head-on meeting of the Parship and Finlay Rivers, which form the mighty Peace west of the Rockies, and it is the only water-grade through the Rocky Mountain system.

pushing the P.G.E. route to the Peace from Vancouver do not want the equally as good port of Prince Rupert, the shortest and most direct line to the Orient, even considered. Their fetish is that anything in the rail line for British Columbia must terminate at Vancouver, which, during the past winter, has been blocked for days by weather conditions.

Any route to give the Peace River country an outlet should be planned, first to not larger than Vancouver or even Seattle. Its commanding position on the Grand Circle route to the Orient combined with the fact that a direct railway route from Fort Churchill to the Pacific via the port of Prince Rupert is over 1,000 miles shorter gives the lie to all those who consider

that British Columbia and Canada has only one Pacific port of consequence, namely, Vancouver.

Do we want traffic to head 150 miles southeast from Finlay Forks to Prince George, then go meandering 347 miles over the P.G.E. route to Squamish, and then hitch-hike 45 miles in to Vancouver; or, should we head the same 150 miles west to meet a standard railway at Hazelton, and on in to Prince Rupert, and help grow a second overseas port on the Northern Pacific, and thus build our Canada into a great power among the nations of the world.

COAL AND U.S. DOLLARS

Strange is it not that our railways have to suggest that because they cannot get American coal in sufficient quantity they have to cut rail services. Anyone ever given a thought, especially in railway and official circles, that Canada has more undeveloped coal than the whole of the United States. Coal, anthracite, equal to Britains best Welsh coal in the Groundhog; steam coal, equal again to anything on the American continent in the Western Peace; to say nothing of the enormous coal deposits of Alberta. All this coal is within easy commercial distance of both seaboard and rail. All that is required is for our solons to figure out it is better to use Canadian coal and save U.S. dollars than cut services. Also why not import coal from Britain? They need the dollars—we need the coal—at least the railways do.

The absent-minded office manager, pulled the typewriter down on his knees and began to unfasten the ribbon.

NO WONDER I'M TIRED

(These figures didn't come from the Dominion Bureau of Statistics, so don't take them too seriously.)

BALANCE SHEET—JUNE, 1949	
POPULATION—of Canada	13,000,000
People 65 years or older	4,500,000
<hr/>	
BALANCE—left to do the work	8,500,000
People 21 years or younger	4,000,000
<hr/>	
BALANCE—left to do the work	4,500,000
People working for the	
Government	2,000,000
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BALANCE—left to do the work	2,500,000
People in the Armed Services	1,300,000
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BALANCE—left to do the work	1,200,000
People in Province and City	
Offices	1,000,000
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BALANCE—left to do the work	200,000
People in Hospitals and	
Insane Asylums	70,000
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BALANCE—left to do the work	130,000
Bums and others who	
won't work	129,000
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BALANCE—left to do the work	1,000
Persons in the jails	998
<hr/>	
BALANCE—left to do the work	2
<hr/>	

TWO? YOU AND I! and you'd better get a wiggle on. I'm getting darned tired of running this country alone!

Most reformers represent the meddle class.

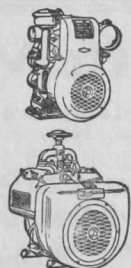
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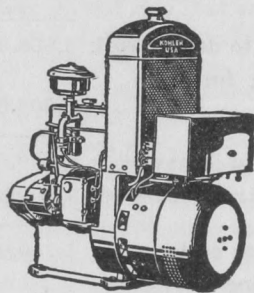
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UNEMPLOYMENT

Already many protests are being made that unemployment is becoming rife in Canada and of course our labor leaders have commenced to run to Ottawa to suggest that it should immediately put a floor price on the job and find more work for more men to do at the usual more prices.

Unemployment, of course, as everyone knows is seasonal, that is at 35 below zero no carpenter or mechanic can earn his money doing outside work, so he is laid off. This, in past years, was the usual time when the poor taxpaying small income householder wanted to get a little work done around his domain and unemployed labor came to the conclusion that half a loaf was better than none.

However, the situation has changed today, labor insists on being paid more than the traffic will bear, safe, as he thinks in the idea, that unemployment insurance, diaper bonuses, etc., will serve as an antidote when times get slack.

They do not, so the Government, which is the taxpayer, is urged to "create" work. That is "OK", but why should this work demand high cost wages, anymore than a manufacturer overstocked, expects to get the same price for goods on a flooded market as on a scarce market?

The Communists state "Them as don't work shan't eat", that is the genesis of the Communistic theory. Everyone must work to be a good party man, of course excepting the boss. Socialists want to carry out the same idea, with the added suggestion that "Them as can't find work, should have a job made for them" irrespective of whether it is necessary, or whether the job can give full value.

Nature of course has always said "Man must live by the sweat of his brow." He used to when there was no paternal uncle to run to. Today, however, the slogan is, "The world owes us a living." Nature always replies, "Well, come and get it," but Government says, "Here you are boys—its yours on a platter." But it does not add, "Who pays?" . . . It asks, "Who votes?"

OUR WORLD TODAY

Strange is it not? how our scientists, according to the sensational press, have now discovered a still more potent bomb for the destruction of civilization than the

famous atom bomb. It is discussed at length in our daily press, mostly on the eugolistic idea that we now require, since the Russians have the atom, something more powerful.

Where is all this bomb propoganda leading to? It's quite plain on the face of it. Nations will have a stock of these bombs, and will also have the usual bunch of d...d fools who want to play with the new toy, so to hell with it boys, "Let her loose."

All agree that scientists are the backbone of civilization as it is understood today, but why not, instead of talking about bombs, explosives, world destruction and other ills, get together on the old feudalistic system of fighting

In the old days when knights were bold, it was customary for Sir Lancelot to throw down his "ladies' guerdon" and challenge his opponent to pick it up. His retainers filled the sidelines and bleachers and the air resounded with college yells as Sir Lancelot got in his cracks. To the winner went the spoils, the conquered knight and his retainers swore fealty to the conqueror and all were happy.

Wars, in the main, especially world wars, have their conception in the opinion of our leaders as to what is good for us. We, as individuals, have no say, we just go out and fight.

It would save an awful lot of time, money, blood and hardship, if our leaders were each given a club, set in a twenty four foot ring and told to go to it, with the understanding that the last man on his feet was the winner and we, as the retainers, followed the last and only leader.

There would be no need for atom or hydrogen bombs, just clubs, and the result no doubt would be just as good if not better than the present system, besides being much cheaper in life and wealth.

Market report—"Poultry is up 2 cents but pigeons continued to drop a little."

He came from a small town to see his lawyer. He was two hours late for an appointment but finally slumped in the door of the office and exclaimed, "What a climb. Eighty flights of stairs."

"Why didn't you take the elevator?" he was asked.

"Well, I planned to," he replied, "but it just pulled out as I got there."

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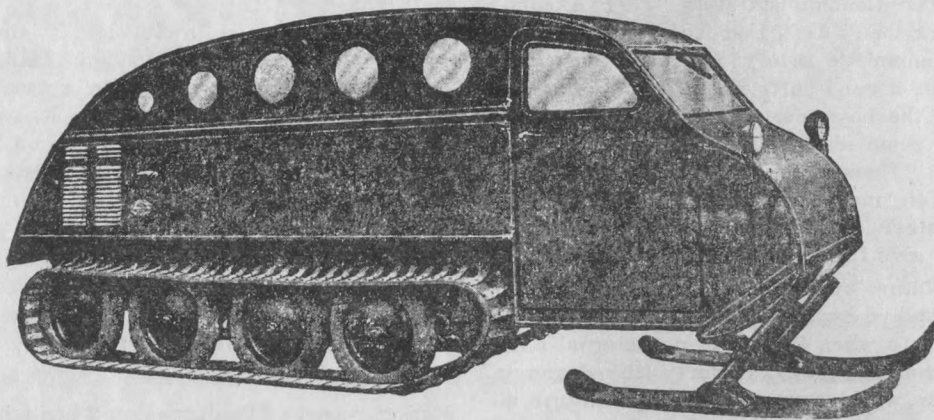
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GAS PIPELINES

Dr. George S. Hume really makes out a good case for those who desire to pipe Alberta's natural gas to other places outside of Alberta and adds that there is no doubt many of these pipelines will be constructed, perhaps, in spite of opposition of those Albertans who feel that instead of taking the "feed to the cattle, the cattle should be brought to the feed"; that Alberta should first insist that anyone wanting to use gas as an industrial or domestic fuel should come to Alberta.

It is of course "selfish" on the part of Albertans to suggest such an unusual course of conserving natural resources, but after all, many instances can be mentioned in the matter of the export of raw materials from Canada, which have had a very sad effect on Canada's economy. For instance pulp wood is exported and then returned to us in paper form at much increased prices. Minerals likewise, and many other natural resources, which once gone are gone for good and all we have left is a "hole in the ground."

Alberta requires population. The surest way to get it is by the establishment of local industry which will take the raw materials with which the province abounds, and transform the same into manufactured goods. Gas, as an economical unit of this operation is cheap in Alberta today. However, Dr. Hume suggests that such gas, exported to Ontario will fetch a dollar a thousand feet or even more. It will have, per thousand feet, a heat value equivalent to a good grade of coal at \$20 a ton. To deliver the required 400 to 500 billion feet a day, equivalent in value to 20,000 or 25,000 tons of coal, it will be necessary to construct a 30-inch pipeline. So far so

good, but what effect will \$1.00 a thousand price in Ontario have upon the present domestic price of gas in Alberta? This is irrespective of the loss of potential industry and its accompanying population and payroll. Prices will go up, industry will be represented by a valve at the mouth of the pipeline and no one, outside of those who turn the valves on or off, will even know that Alberta is exporting gas to say nothing of added values by keeping it at home.

Of course pipelines cost money to build, provide lots of work whilst building, but like the ordinary public works building built by the governments, they only serve as temporary aids to employment and cannot replace steady industrial income and population increase.

However, it is doubtful whether Alberta can prevent the export of gas any more than it can prevent the export of wheat or oil. Our Government has either sold, leased, or otherwise disposed of its oil rights and those who have bought have acquired title to the same. A man has the right, under democracy, to do what he wants to do with his own property, and if he wants to sell gas outside the province, no one can stop him under the democratic form of government.

She was a haughty dame. He was a lonely little private and both were at a dance. He was desperate for a dance and said to her, "Pardon me, Miss, may I have this dance?"

With a quick glance at his diminutive figure and the lone stripe on his sleeve, she said, "I'm sorry, I never dance with a child."

He bowed and replied, "I beg your pardon—I did not know you were in that condition."

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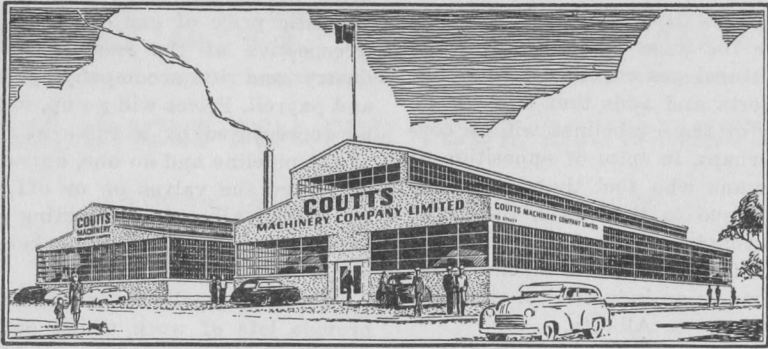
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A NEW PROSPECTING IDEA

By J. L. Fraser

There is at present lively interest in the quest for uranium ore. There are at present five makes known as a counter for determining the presence of uranium at a few inches range.

This is where my story begins.

Away back in 1916, I got an idea if I could invent an instrument to carry over the ground and locate placer gold I could make a fortune, so I kept thinking up ideas, and while studying on physiology, discovered everything is in vibrational harmony with something else.

I thought of it days and dreamed of it nights; it also tells us everything we have first originates in the mind of man, then to blue print, finally to form; so I tried many ways and ideas.

We are told gold has no affinities. I disagree. I can prove I can locate a piece of gold the size of a pea one hundred and fifty feet away, laying on the ground. I call this a detector, it is the size of a man's middle finger and is encased in aluminum.

I have chiselled gold quartz off a boulder in the Cariboo, witnessed by my partner, which the instrument located and sold one piece for ten dollars. I have located many veins carrying free gold. I have gone over where drilling for placer was conducted, and where the drill failed to find it so did I.

We know the compass points to the magnetic pole, the magnet draws to itself the steel; the willow to the water; the violin making a certain note causes a glass to tingle. I call it vibrations.

It appears these vibrations are not intercepted by a concrete wall and any ore placed on the opposite side will at once be detected.

I have learned to tune in, as I call it, to any ore I desire, but it must be made to suit that particular vein. Generally though I have found one made for Uranium acts on all the different specimens I have seen so far. The same applies to tin ore.

I have not yet found two veins of silver lead that would correspond to one setup.

I have stepped off one hundred and fifty paces, placed pitch blende on the ground, and located it easily, but have not yet determined the limit of range. Recently a man gave me a sample of Uranium to test. I

gave it a hurried test then I put it in my trunk with the detector. later I decided to give it a long range test, but forgot where it was, but on picking up the detector I located it at once.

As to depth I have not proven over thirty-five feet, but believe whatever distance I can reach on the surface will act for depth, matter having no affect.

A prominent mining man of this city (Vancouver) thought he might have Uranium ore on his property. I went to test it. I got indications from the highway roughly two hundred feet, and I followed and located a vein running parallel with the highway, put down a stake criss-crossed the vein fifteen hundred, set another stake, dug six feet and found a vein two feet wide; went to the first stake, dug ten feet and hit it on the nose. This ore hardly corresponds to the counter, but I contend my instrument reaches farther, and that uranium will be found at fifty to one hundred feet depth. As an experienced man tells me "This is definitely the capping."

I do not sell these instruments, but am called out to locate veins and placer gold.

I am known at the British Columbia and Yukon Chamber of Mines, Vancouver, B.C., being a member five years.

Ed. Note: (Many a modern idea was called "crazy" in the past. Skeptics may consider this in a similar way, but, as we do not know it all, perhaps it's worthwhile asking the question, "Does this work?")

ATLIN ROAD OPENED

A sixty one mile highway from Jakes Corner on the Alaska Highway to Atlin has now been completed. It was built by the Canadian Army who will also maintain it the year round. It is now possible to drive from Whitehorse to Atlin in four hours. Atlin is a well known placer mining camp, having been in existence for nearly 75 years and communication with it from the outside has always been an obstacle to its progress. The completion of this highway will no doubt mean considerable development in the district. In addition to its placer gold mines, it is a well known resort for fishing, hot springs and big game hunting.

For . . .

TOOLS AND SHOP EQUIPMENT



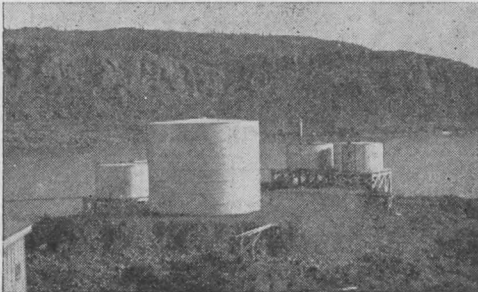
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EDMONTON WATER SUPPLY

Editor, Nor' West Miner,

Dear Sir:

Have read the articles with interest, seeing that the question of a future water supply for Edmonton is a matter of paramount interest, which our City fathers and others seem to ignore at the present time. No doubt the reason being the extreme "fetish" they hold as regards the present antiquated system of water supply.

The present methods plainly show that we are little more advanced from the days when everyone took a stoneboat and a couple of barrels and dipped up a supply from the river, trusting to luck that no one had polluted the supply above the intake.

Settling basins, chlorination, water pumps for lifting water into mains is not only expensive but is in addition so foolish, both in money and quality supply, as to make one wonder how any up to date city can continue such methods. We must perhaps put it down to the fact that our authorities still live in the past and are so firm in set opinions as to make anything less than a "club" of no value in changing them. Of course that "club" will come along some day in the form of disaster of some sort—either flooding of the plant, contamination or short supply. We already have the latter each summer.

Edmonton is vitally interested in the preservation of a proper timbered watershed, more so perhaps than coastal cities due to the fact that our rainfall is so much less and hence, where runoffs do not affect a plentiful rainfall supply, they do affect a watershed where every drop of moisture counts.

The suggestion put forward by you some time ago in connection with looking ahead as regards future water supply has not met with any serious response from either the citizens or our authorities, yet all boast of the time when Edmonton will have anything from 300,000 to a million population. The hydro-electric water suggestion in regard to the Saskatchewan River is not only feasible but would also be a source of profit to the city, in as much as it would get an assured insurance against power plant failure, fully illustrated by the Calgary Power agreement &c, and would in addition furnish it with ample high pressured water supply on the gravity, instead of the pumping system at all times.

The recent agreement made concerning the taking of pulp wood from Edmonton's watershed is a matter also that must be looked upon with considerable concern by all who know what such will do in a limited rainfall area as regards water table preservation. It is true that proper reforestation may be the answer but the question arises who is going to do this—the people who take off the pulp wood or the taxpayers.

I assume that the Provincial Government knows what it is doing in this respect but there is such a thing as taking an immediate

profit in the form of revenues and later taking irreparable losses when run offs assume flood conditions which denudation always bring.

Citizen.

The bridegroom walked up the isle as though he had lead in his pants. Father wore a grim smile for he knew who had put it there.

The Three "R's"—At twenty five, Romance. At forty five, Rent. At 75, Rheumatism.

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THE PRICE OF GOLD

Discussing the present value of gold, the Alaska Weekly quotes, "It wasn't the gold miner who asked for the price of \$35 an ounce for gold, which President Roosevelt's Secretary of the Treasurer, Henry Morgenthau, says was really set through a combination of lucky numbers." Strange as it may seem gold has six different values in the United States as follows:

U.S. Treasury Gold, set in 1934 at \$35 per ounce. Monetary Reserve Gold value set in 1945 at \$56 per ounce. Paper Currency Gold, permissible under banking laws, -245 per ounce. Natural Gold value permitted by the Treasury, \$42 to \$75 per ounce. Wealth-Wage Value Statistical Formula, \$79.35. Purchasing value as compared with 1933, \$12.95 per ounce.

It also asks "Which one is right or are they all wrong?" A free market would quickly provide the answer.

It was over the radio and the announcer was introducing the leading guest as the "greatest father in America." The father who had sired some 27 children then took over and his first remark was "You must forgive me for feeling tired, I am generally in bed by this time."

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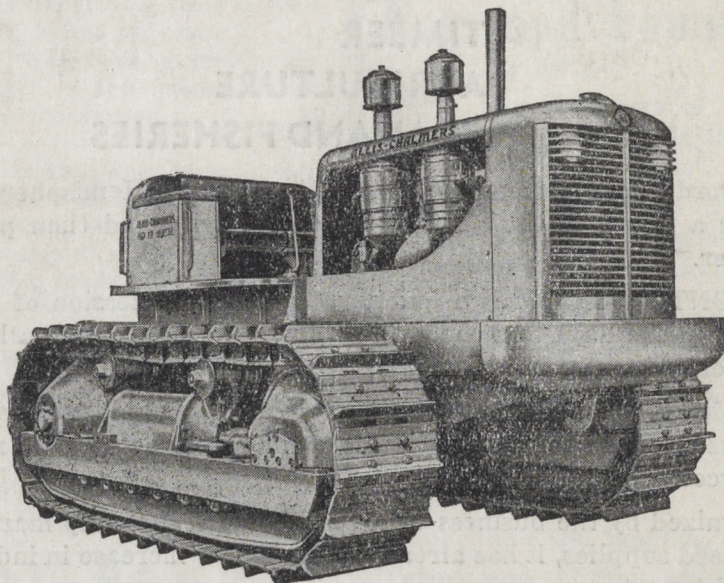
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